

# BookletChart™



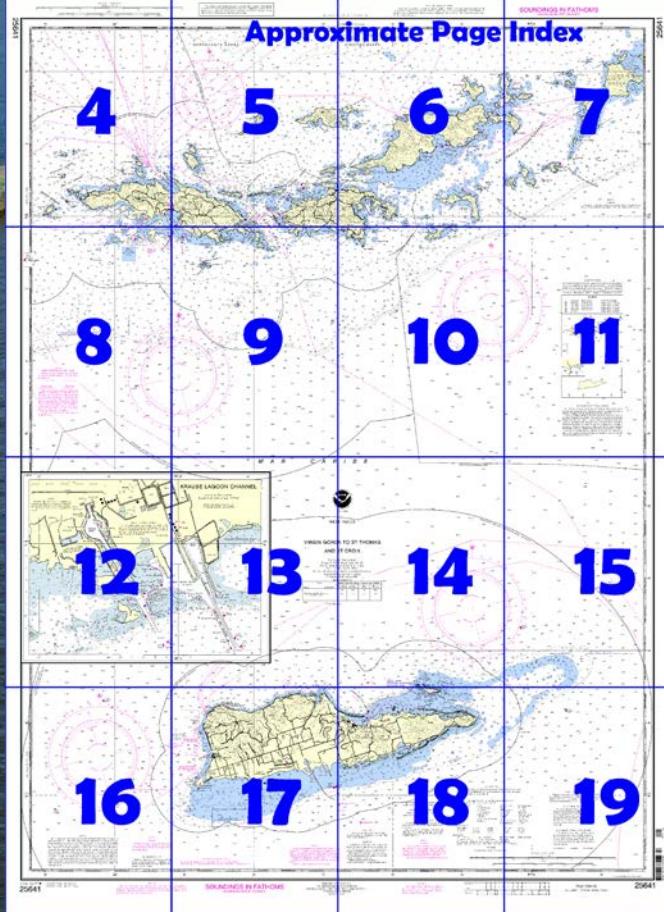
## Virgin Islands – Virgin Gorda to St. Thomas and St. Croix NOAA Chart 25641

**A reduced-scale NOAA nautical chart for small boaters**

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
**[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)**  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

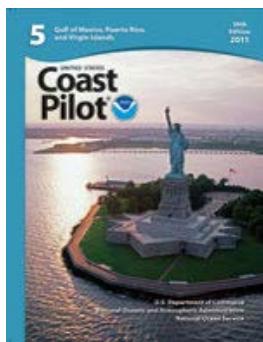
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at [http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=256\\_41](http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=256_41).



### (Selected Excerpts from Coast Pilot)

St. Thomas is almost surrounded by small islands and cays, in general, bold and steep-to, with very few hidden dangers to guard against.

**Savana Island**, 2 miles WSW from the W end of St. Thomas, is nearly a mile long and 0.5 mile wide. **Savana Island Light** (18°20'24"N., 65°05'00"W.), 300 feet above the water, is shown from a white tower at the SW end of the island. Depths of 34 feet and less extend up to 0.5 mile from the E side of the island.

The currents in the vicinity of the NE point of Savana Island are very strong, and small boats should give the reef a wide berth. Boat landings

may be made in smooth weather.

**Kalkun Cay**, in the middle of **Savana Passage**, is a narrow islet, 275 yards long and about 20 to 30 yards wide, which is covered with grass and small underbrush. About 0.5 mile SE of the cay is **Saltwater Money Rock**, 8 feet high, steep-to, with a clear channel between.

**Little St. Thomas** is a low grass-covered peninsula connected with the W end of the island of St. Thomas by a sandspit. A 50-foot hill is near the NE point and a 21-foot bluff is at the S end. Small boats stay in the small gravel cove S of the peninsula when the sea is too rough to land at Sandy Bay or Botany Bay. A boat passage is between Little St. Thomas and a 42-foot islet 100 yards to the N.

**Big Current Hole** is a passage separating West Cay from Little St. Thomas. There are rocks awash extending E from West Cay; the outer one, **Drum Rock**, 2 feet high, constricts the channel, the strong currents and heavy tide rips render the passage difficult. Small boats using this passage, when passing through from S, head for Drum Rock and leave it close-to on the port hand.

**Salt Cay**, 242 feet high and 0.6 mile NW of Little St. Thomas, is generally rocky and rugged. Many rocks awash are close-to on the SW, W, and E sides of the cay. The channel between Salt Cay and West Cay is shallow, and breakers extend across it.

**Salt Cay Passage** is about a mile wide, with deep water in the channel, and is free of dangers.

**Currents**.—In navigating the passages between this group of islands, it is necessary to guard against the tidal currents, which in Savana Passage run with a velocity of 3 knots and in the others about 1 knot. Sailing vessels beating up against the northgoing current should stand well to S of Savana Island, so as to avoid the strength of the inshore current.

**Currents**.—Inshore the current is weak, but between Flat Cays and Saba Island, a tidal current sets ESE and WNW with velocities up to 1 knot.

**Quarantine, customs, immigration, and agricultural quarantine**.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

**Currents**.—The current velocity is about 0.7 knot and sets SW and NE across the entrance to Coral Bay; between Flanagan Island and Privateer Point its velocity is reported to be 1.5 knots. In the bay there is no current, and the range of tide is about 1 foot.

There is usually a slight W current between St. Croix Island and St. Thomas Island. A strong westerly or easterly current observed between 1 to 3 knots, depending on weather conditions, has been observed at Christiansted Harbor on the north side of Protestant Cay in Schooner Channel, while a moderate W flow is reported outside the light at Fort Louise Augusta.

National Ocean Service parties have reported that off East Point tidal currents of about 1 knot set NW and SE in calm weather. Close to East Point strong currents set N and S. Trade winds increase the NW flow and decrease the SE flow. A very strong W current setting around East Point and through Buck Island Channel was noted when the trade wind was blowing. A strong NW current was noted off Southwest Cape.

In 1982, the NOAA Ship MT. MITCHELL reported a prevailing W current with a drift of 1 to 1.5 knots on the S side of St. Croix, with a countercurrent inside the reef along the shore.

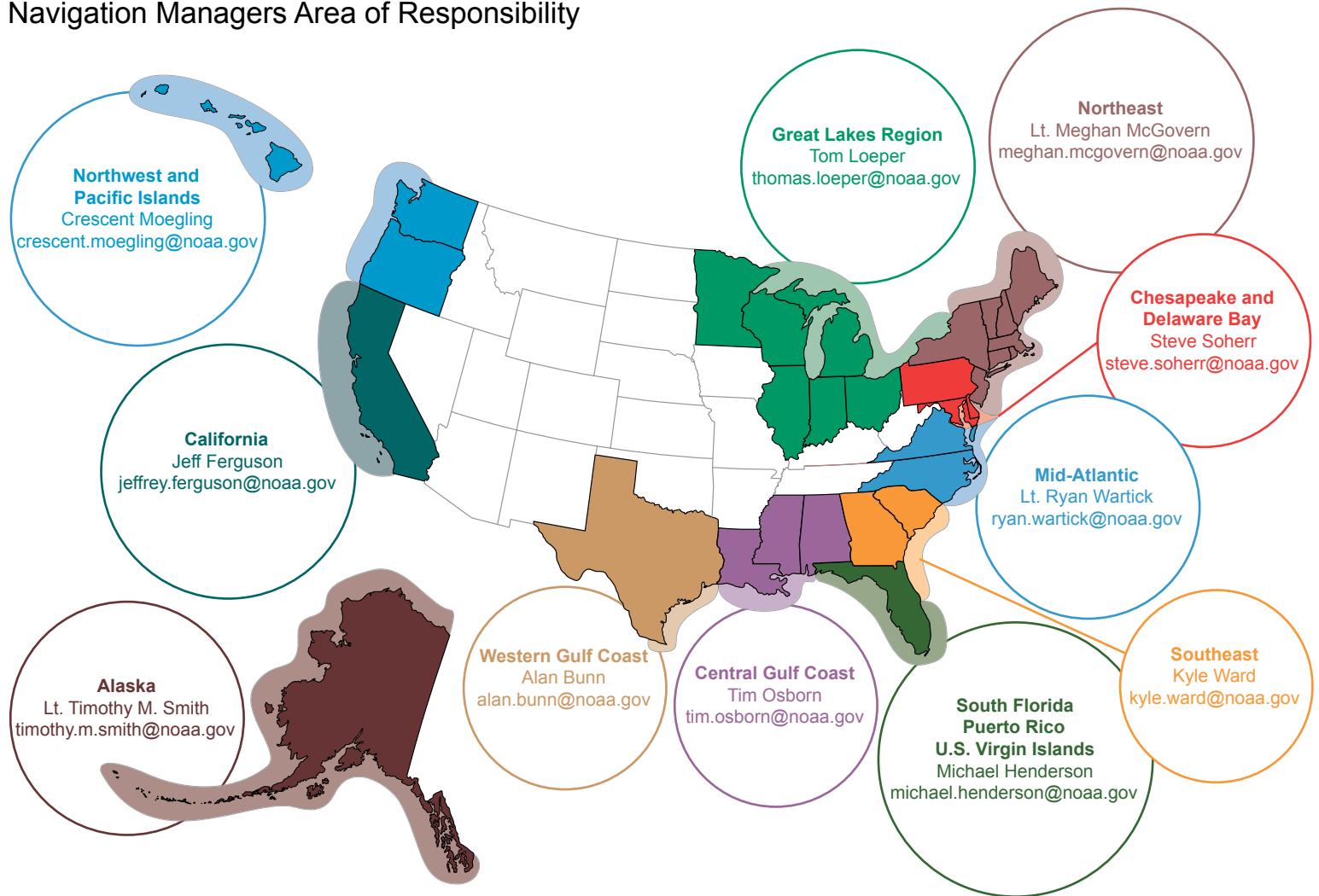
**U.S. Coast Guard Rescue Coordination Center**  
**24 hour Regional Contact for Emergencies**

RCC New Orleans

Commander

8th CG District (504) 589-6225  
New Orleans, LA

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

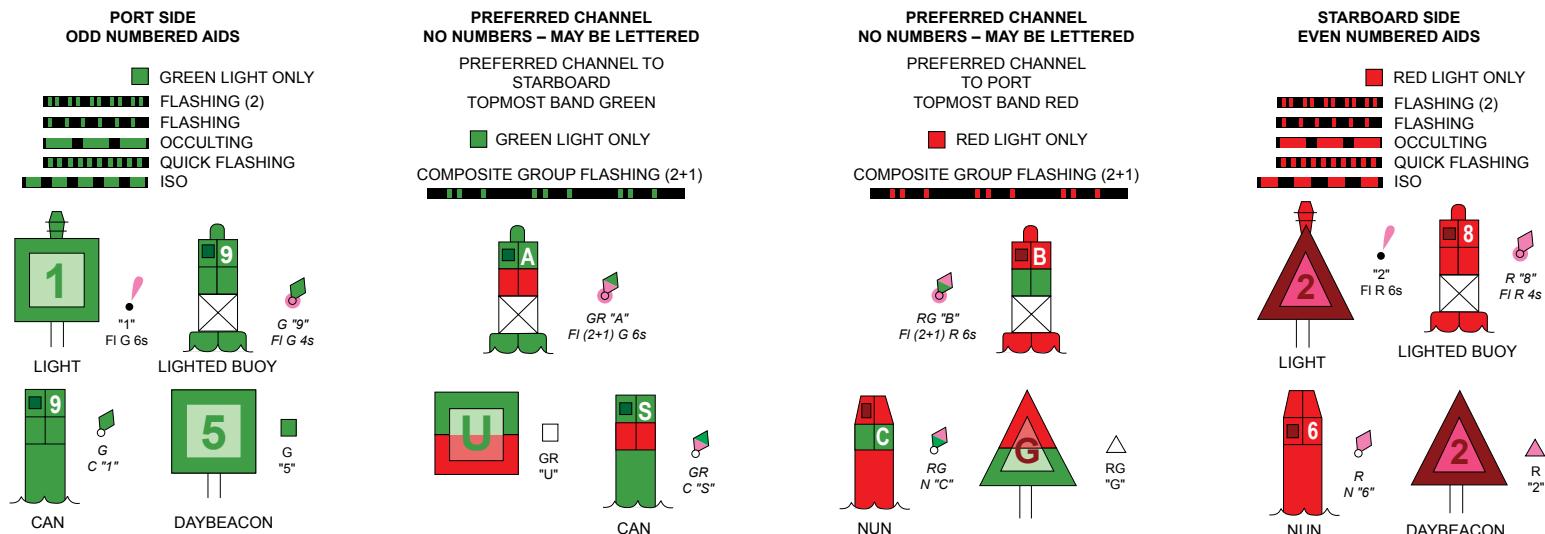
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

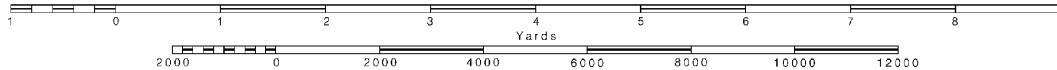
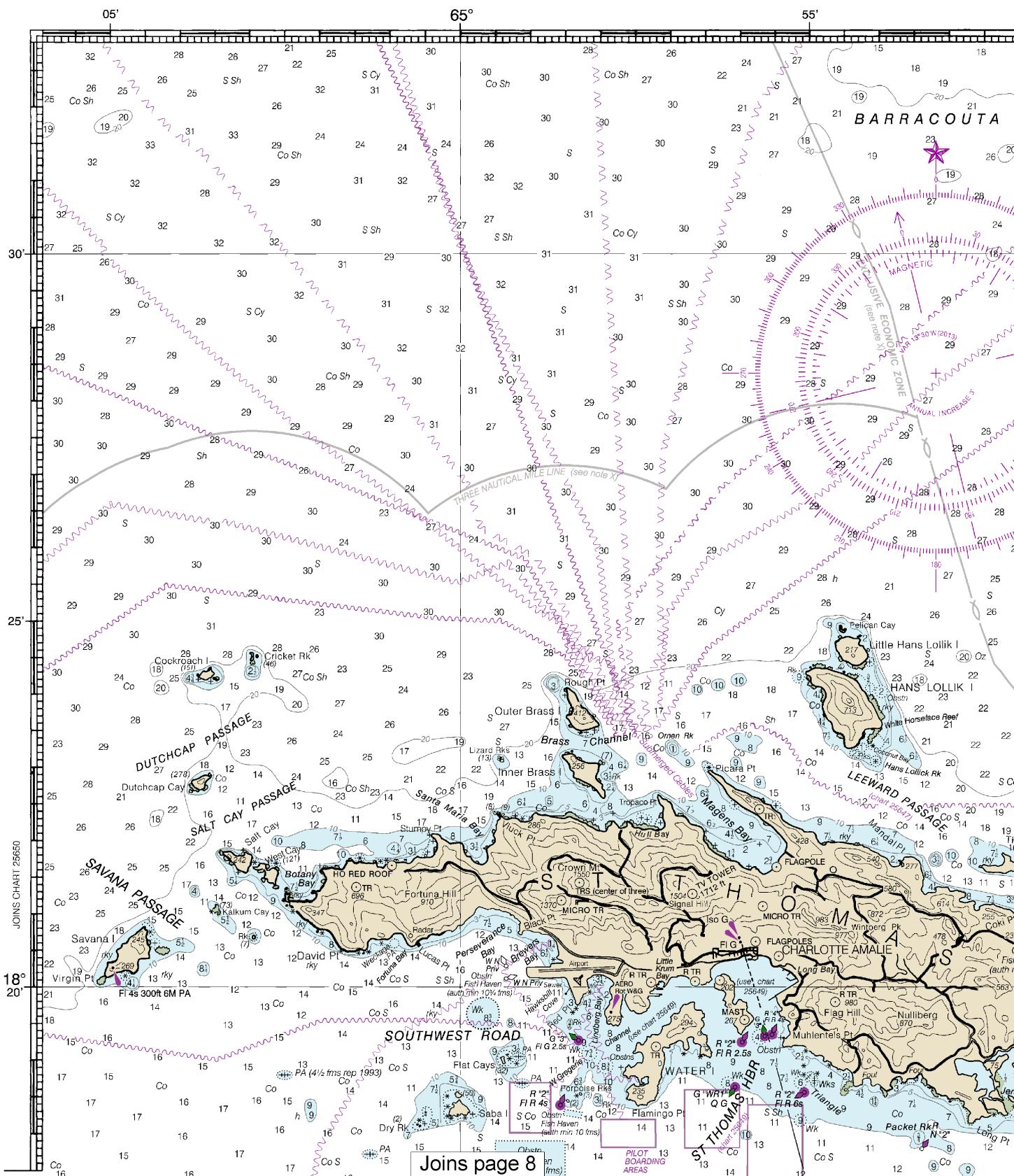
## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

25641

SCALE 1:100,000  
Nautical MilesNOAA encourages us...  
about this chart at <http://www.noaa.gov>

Joins page 8

4

Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

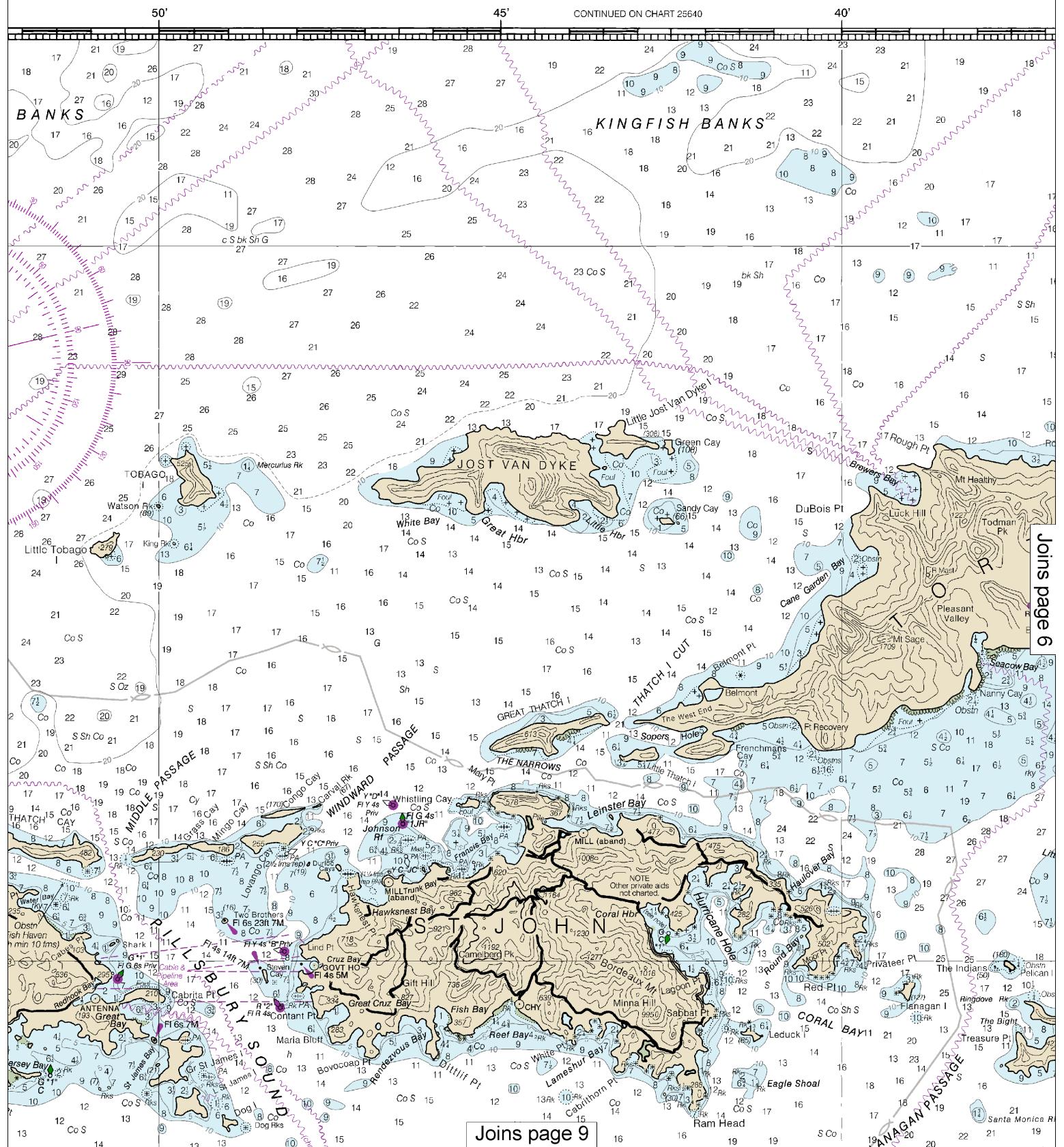
SCALE 1:100,000  
Nautical Miles

See Note on page 5.

Users to submit inquiries, discrepancies or comments  
[www.nauticalcharts.noaa.gov/staff/contact.htm](http://www.nauticalcharts.noaa.gov/staff/contact.htm)

Formerly C&GS 905, 1st Ed., Dec. 1921 C-1921-208 KAPP 386

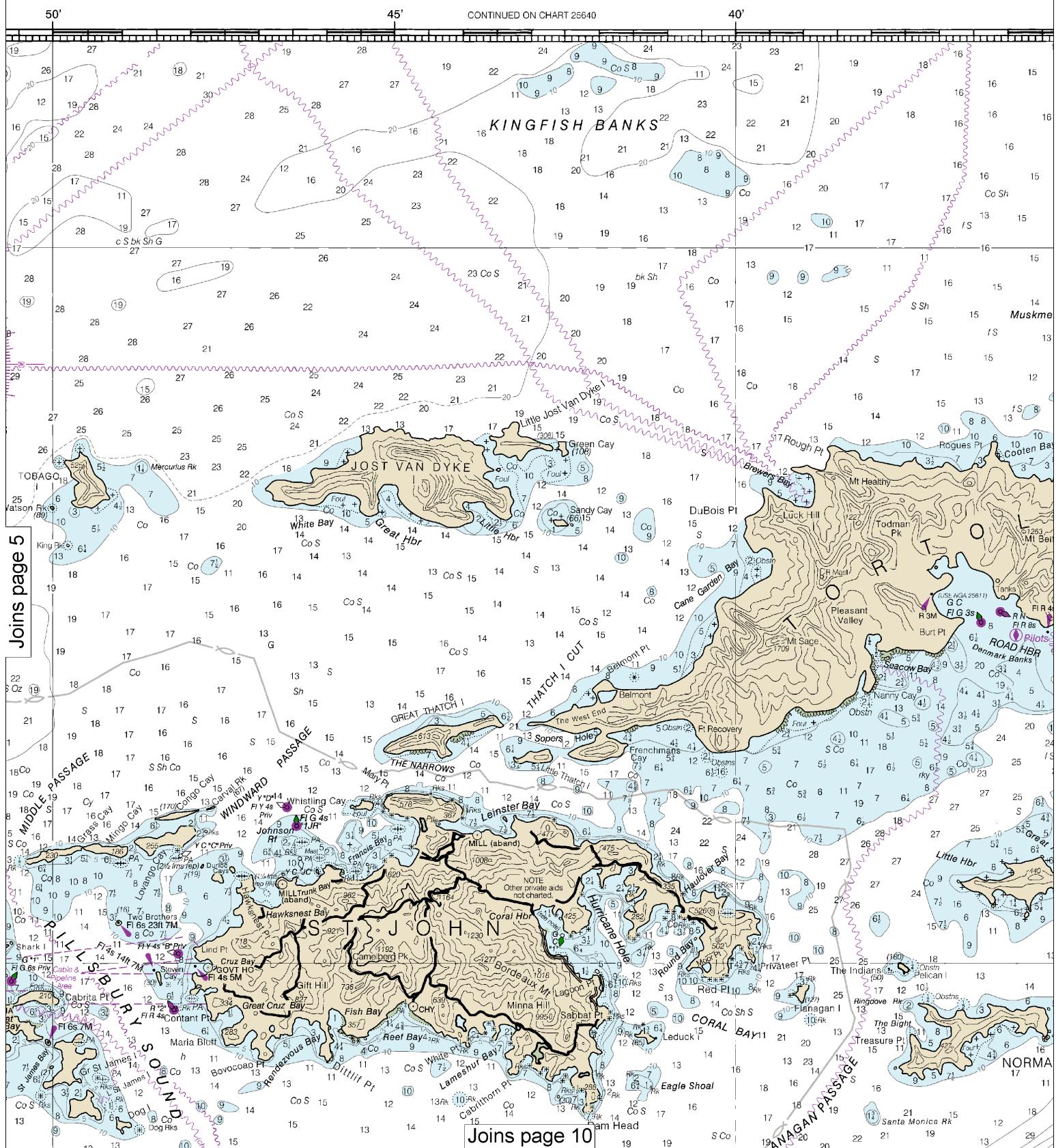
CONTINUED ON CHART 25640



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:133333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

discrepancies or comments  
[gov/staff/contact.htm](http://gov/staff/contact.htm).

Formerly C&GS 905, 1st Ed., Dec. 1921 C-1921-208 KAPP 386



6

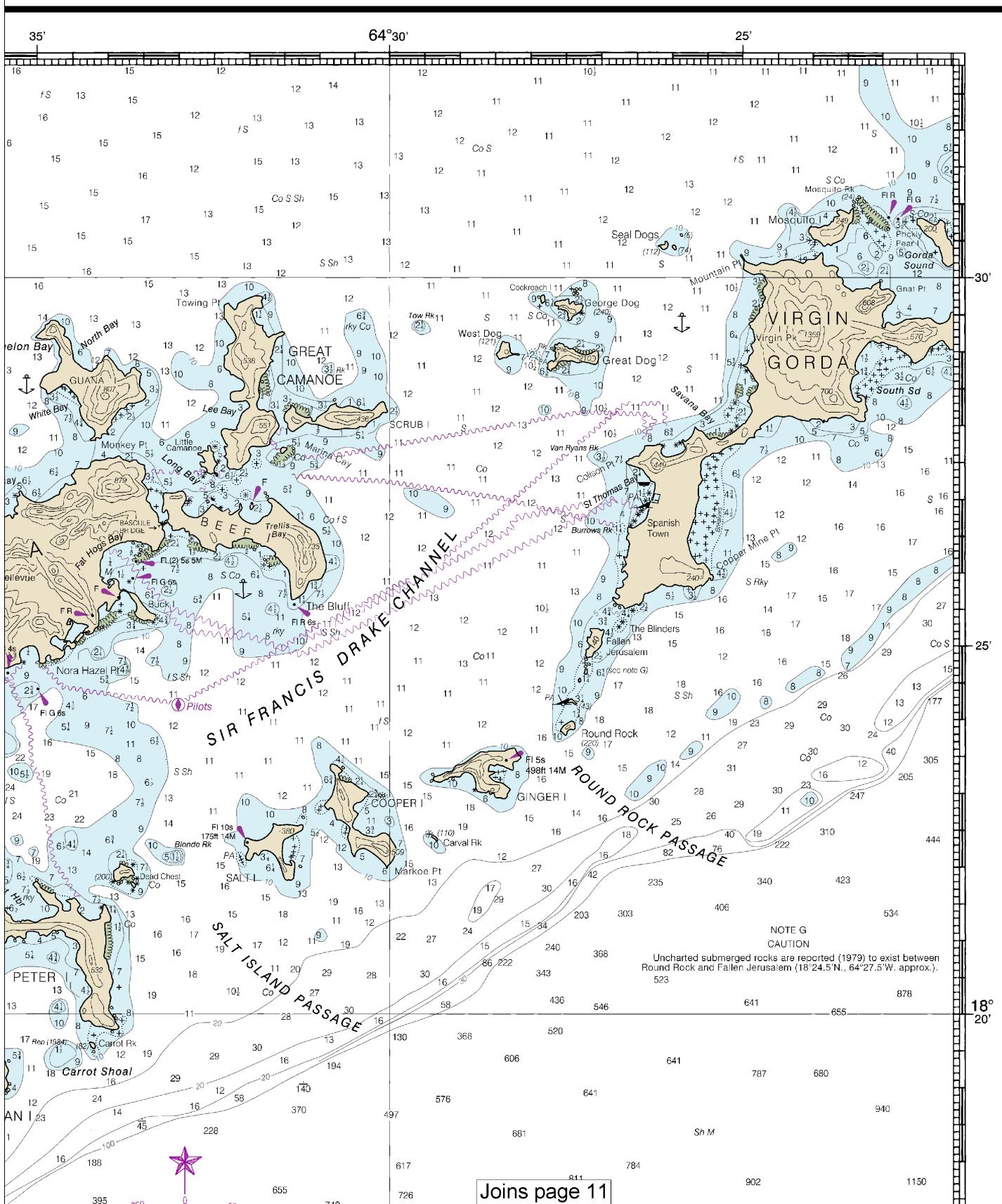
Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

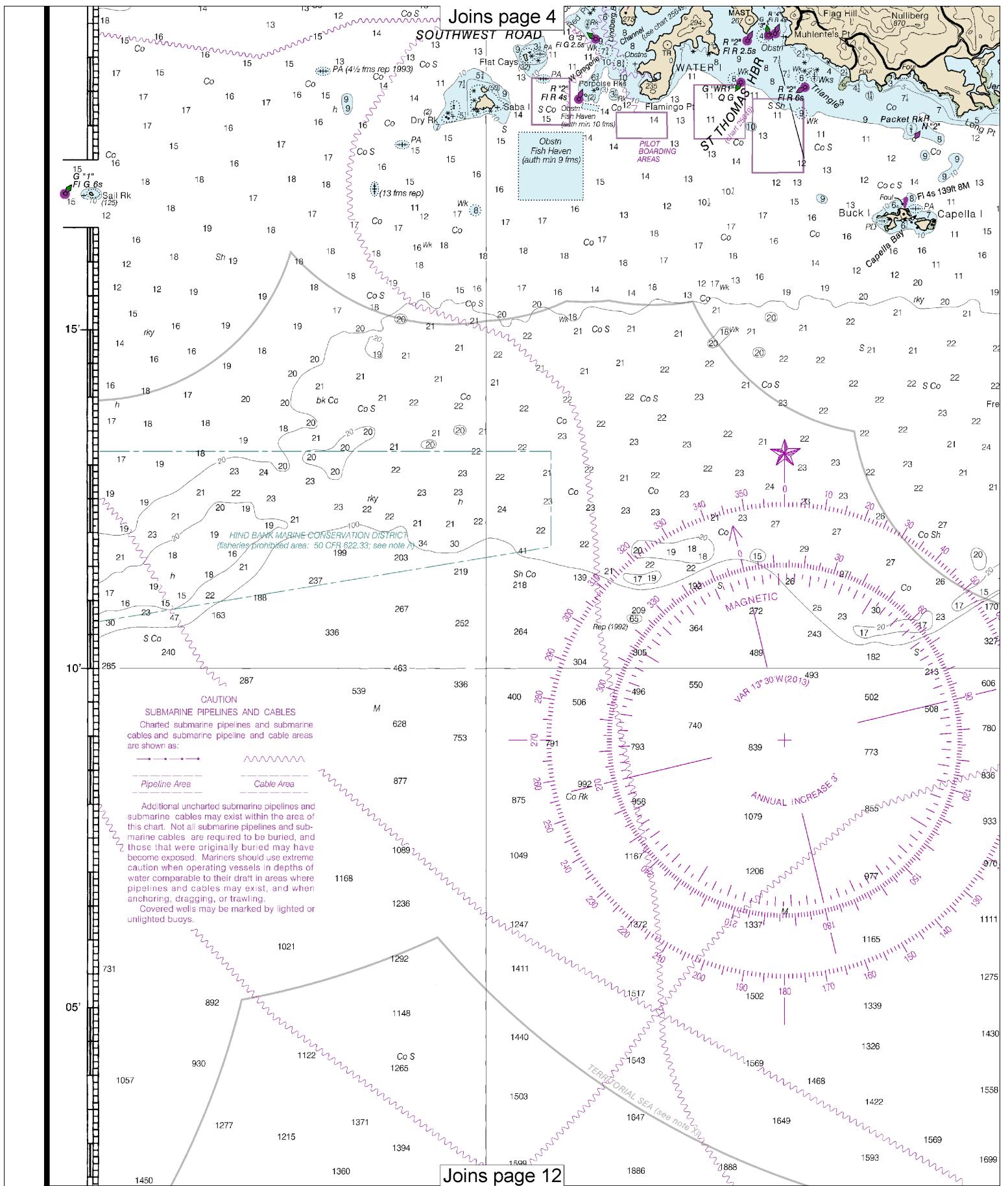
1 2000 0 2000 4000 6000 8000 10000 12000 9  
Yards

# SOUNDINGS IN FATHOMS

(SOUNDINGS IN FEET ON INSET)



Joins page 11



Joins page

Joins page 10

Joins page 13

*M A R* 1629 *C A R I B E* 1523

Joins page 6

Joins page 9

Joins page 14

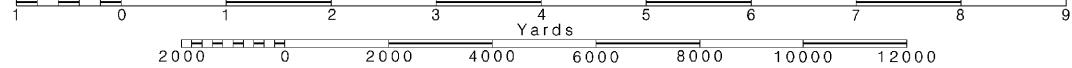
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Note: Chart grid lines are aligned with true north.

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SCALE 1:100,000  
Nautical Miles

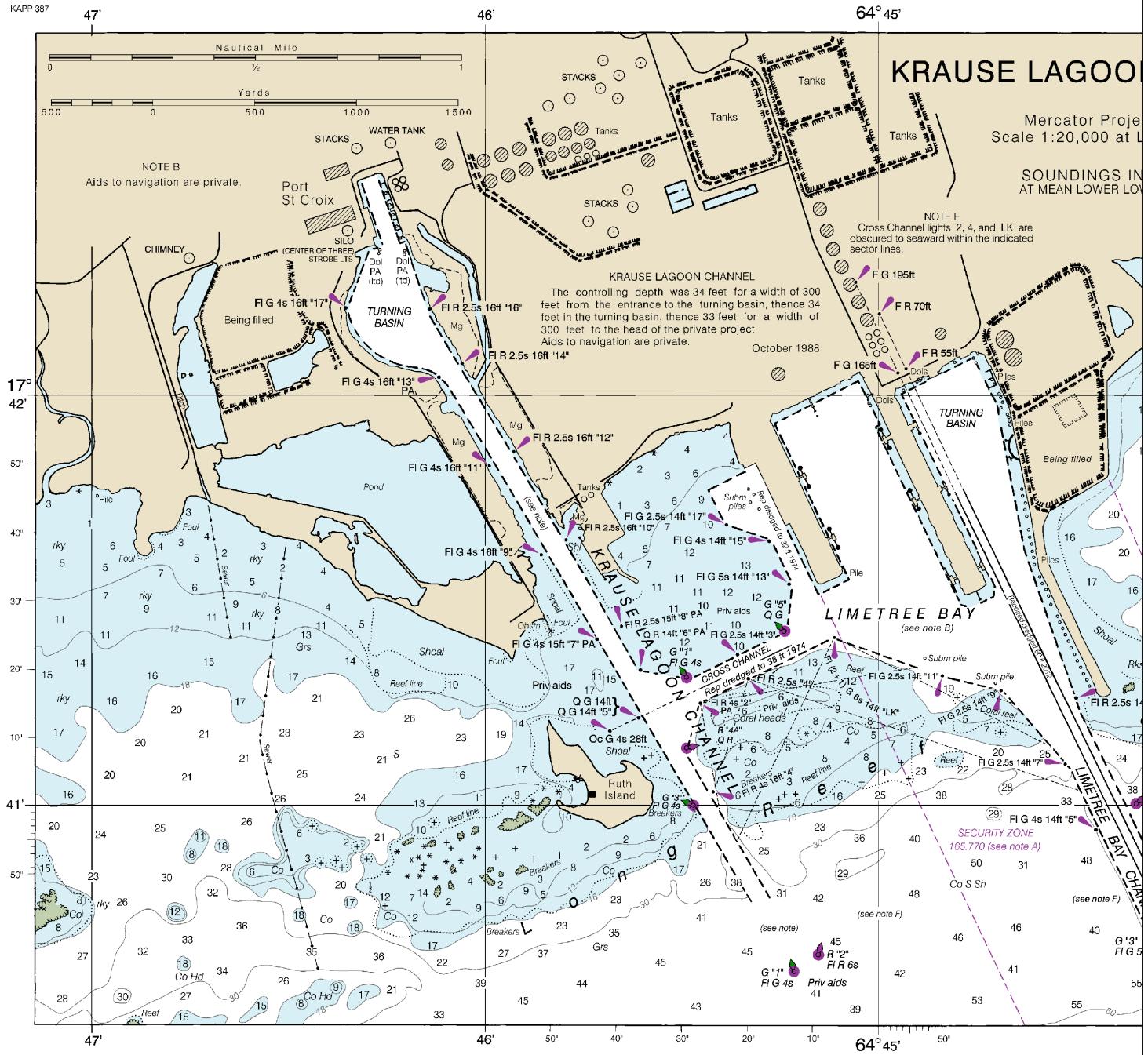
See Note on page 5.





Joins page 8

The figure shows a map of the British Isles with numerous numbered locations. A central vertical line separates the map into two halves. The left half contains numbers 1057, 930, 1277, 1215, 1371, 1394, 1360, 1450, 1122, 1265, and Co S. The right half contains numbers 1430, 1558, 1326, 1422, 1569, 1468, 1649, 1593, 1569, 1699, 1888, 1866, 1647, 1599, 1503, 1543, and TERITORIAL SEA (see note X). A box labeled "Joins page 8" is positioned at the top center of the map.



Joins page 16

12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:100,000~~  
Nautical Miles

See Note on page 5.

M A R C A R I B E



THE NATION'S CHARTMAKER SINCE 1807

## WEST INDIES

## VIRGIN ISLANDS

VIRGIN GORDA TO ST THOMAS  
AND ST CROIX

Mercator Projection  
Scale 1:100,000 at Lat. 18°04'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

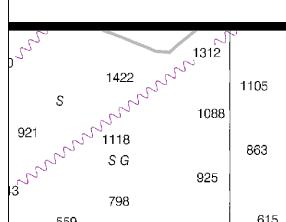
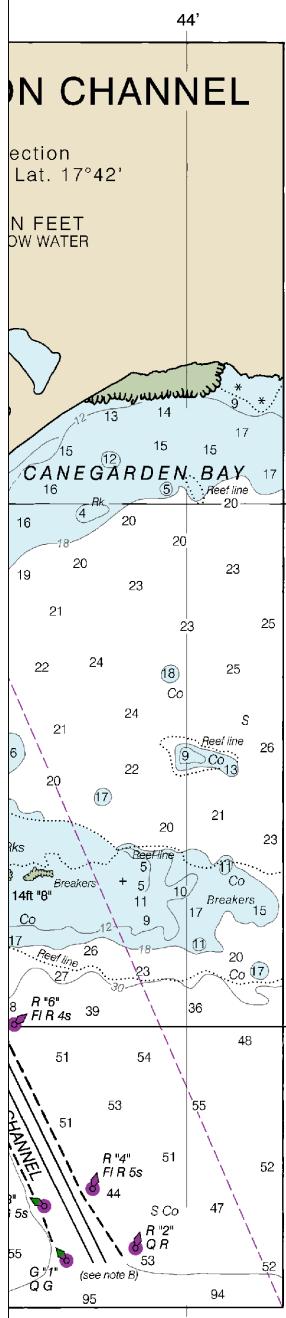
Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

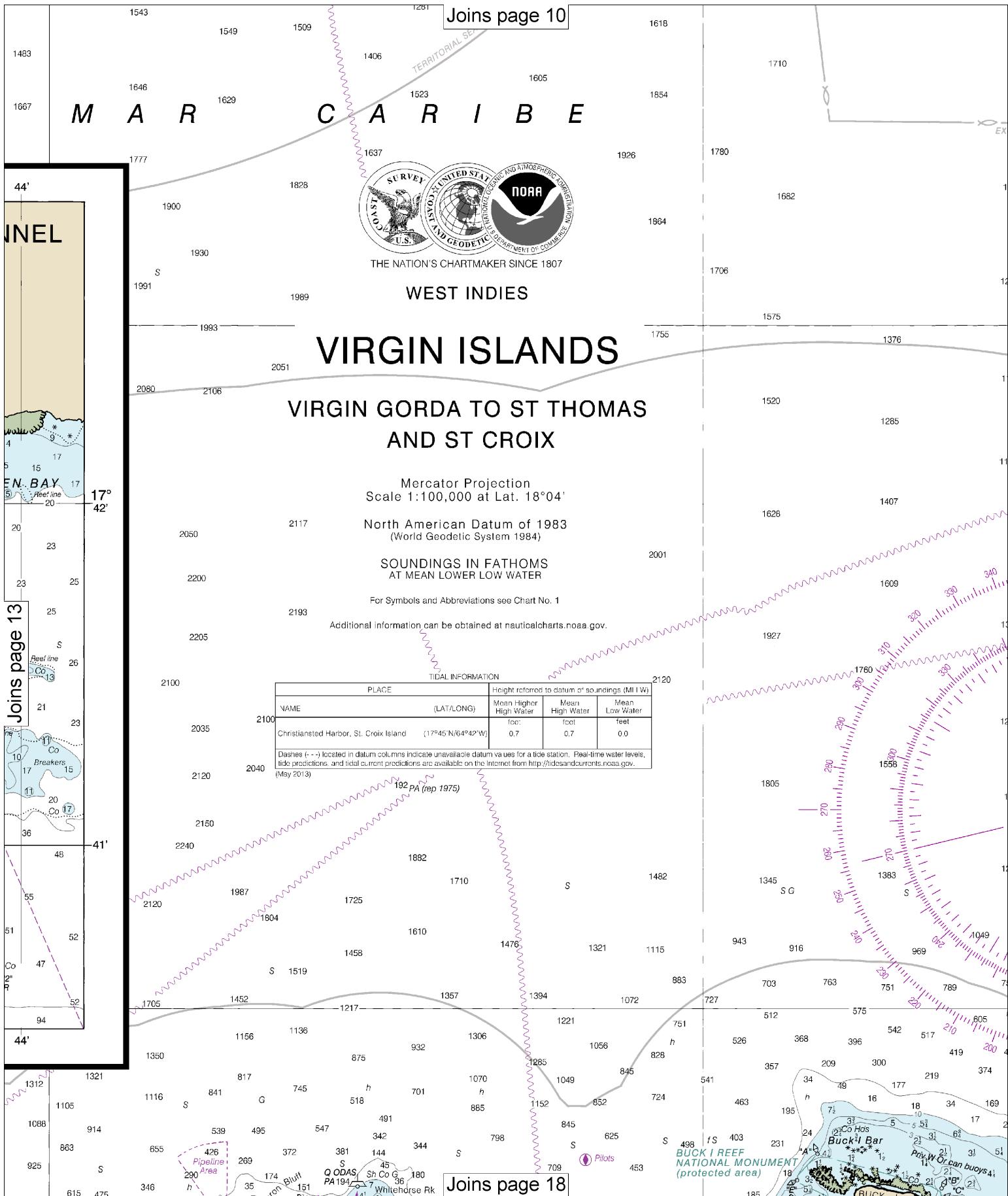
## TIDAL INFORMATION

PLACE	NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
	Christiansted Harbor, St. Croix Island (17°45'N/64°42'W)	0.7	0.7	0.0

Dashes (—) located in datum column indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (May 2013)

192 PA (rep 1975)

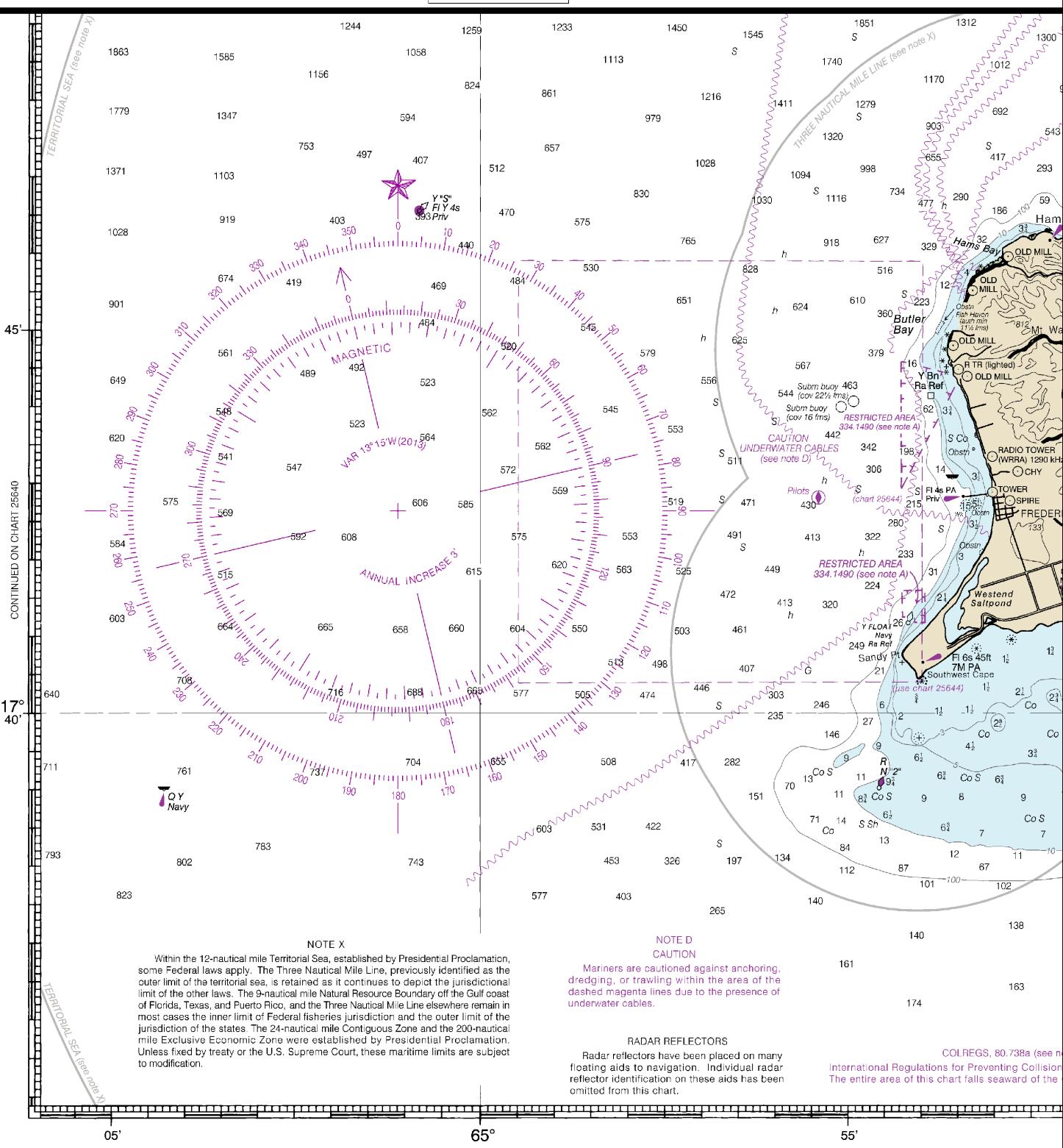




1380

Joins page 11

Joins page 19



29th Ed., Sep. /13 ■ Corrected through NM Sep. 28/13  
Corrected through LNM Sep. 24/13

**25641**

Last Correction: 10/19/2016. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4816 (11/26/2016)

### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**SOUNDINGS IN FEET**  
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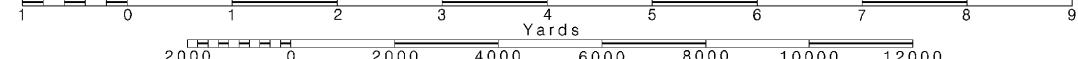
**16**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000  
Nautical Miles

See Note on page 5.



44'

1350

J81

5

10

1

Joins page 18

**WARNING**  
Mariner will  
navigation  
U.S. Coast  
not for det

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.  
Refer to charted regulation section numbers.

**NOTE E**  
CAUTION  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**NOTE F**  
CAUTION  
Uncharted submerged manmade structures, designed for the purpose of coral propagation, may exist within the limits of this chart, principally in shallow water areas.

**NOTE G**  
CAUTION  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
Ⓐ (Accurate location) Ⓣ (Approximate location)

**JOINS PAGE 18**

THOMS  
ET)

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

**WARNING**

Joins page 14

44'

Joins page 17

on Line

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000  
Nautical Miles

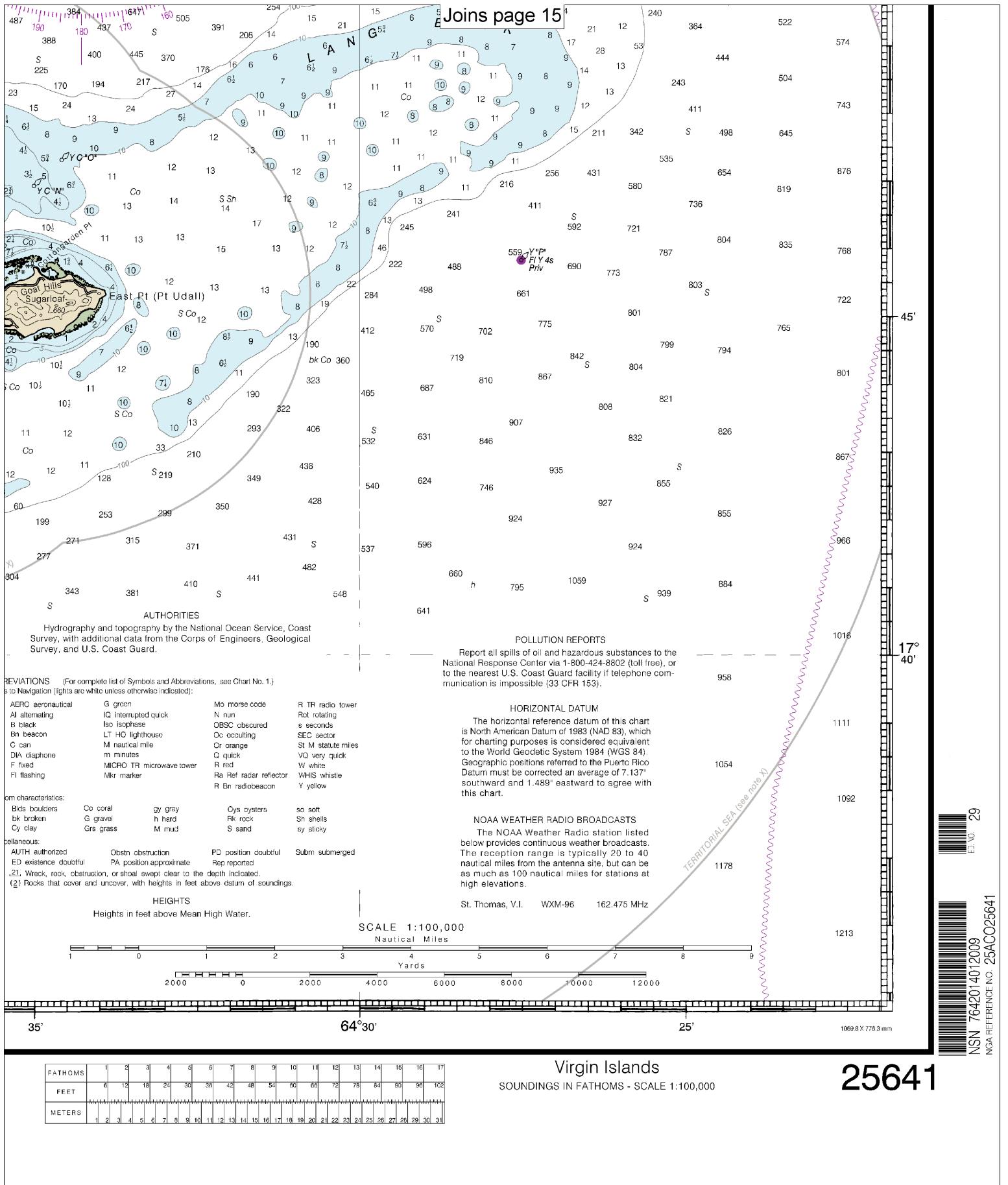
See Note on page 5.

18

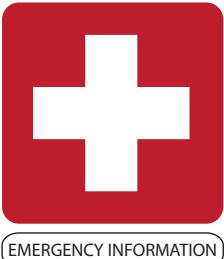
Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

WARNING  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information

— <http://www.nauticalcharts.noaa.gov>

Interactive chart catalog

— <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>

Report a chart discrepancy

— <http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx>

Chart and chart related inquiries and comments

— <http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>

Chart updates (LNM and NM corrections)

— [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)

Coast Pilot online

— <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>

Tides and Currents

— <http://tidesandcurrents.noaa.gov>

Marine Forecasts

— <http://www.nws.noaa.gov/om/marine/home.htm>

National Data Buoy Center

— <http://www.ndbc.noaa.gov/>

NowCoast web portal for coastal conditions

— <http://www.nowcoast.noaa.gov/>

National Weather Service

— <http://www.weather.gov/>

National Hurricane Center

— <http://www.nhc.noaa.gov/>

Pacific Tsunami Warning Center

— <http://ptwc.weather.gov/>

Contact Us

— <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.